INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

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COUNTRY USSR(Latvian SSR)

SUBJECT Port of Ventspils

REPORT

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. On 13 June 1955, there were several vessels moored along the southern side of the river in Ventspils. There were eight new motorships, probably mine-sweepers; four MTB's [redacted] two of which had visible torpedo tubes; and two naval vessels [redacted] These latter had two funnels; the forward one being the larger and the after one standing all by itself. The funnels were vertical. These ships were about 60 or 70 meters long. There were also two submarines [redacted] (see sketch no. 1) moored outboard of B 200 and B 225. They were both about 40 meters long. [redacted] had a gun on the foredeck and a smaller one on a step on the after side of the conning tower. It had a collapsible frame antenna on the front of the conning tower. [redacted] was either under repair or construction. No gun was visible, nor was a periscope or bridge screen installed on the conning tower. The conning tower was higher and bigger [redacted] On top of the conning tower there was a closed hatch. There were also ten small naval vessels [redacted] They were all alike with one raked funnel with a cowl, one mast on the after edge of the bridge with navigation radar installed at the truck, a straight stem, a flush deck, and a cruiser stern. They were armed with one gun with a shield on the foredeck, and two smaller guns aft(see sketch no. 2a). There were also four small high speed motorboats [redacted] as well as a warship [redacted] moored there at the naval quay. This latter vessel had no funnel. It had one mast with a flagstaff in the middle of the bridge, a straight stem, flush deck, and a vertical stern. There was one unshielded gun on the foredeck, and one on the afterdeck where there was also one rapid firing gun on each side. Just before the bridge there was a short heavy mast with a radar dome on top of it. It was butressed with shrouds and looked as though it could be laid down. At the stern there was a canvass covered square box. (see sketch no 2b).

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2. On 14 June, one of the two submarines had left. [redacted] and the other submarine was moored between those ships. There were seven MTB's [redacted] moored in the same area, as well as two smaller motorboats [redacted]

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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3. Just outside the harbor was a small vessel [redacted] 25X1
It had a tall straight funnel, one mast on the bridge, a straight stem, a raised forecastle with the break at the after edge of the bridge, and a vertical stern. There was a large roll-like object covered up on the stern. It could have been a spool of wire. (see sketch no 3). At the approach buoy, there were four naval vessels approaching the harbor at full speed. [redacted] They were 25X1
all alike (see sketch no 2a) and were in line ahead formation with intervals of 100 meters. Two naval vessels were moored along the northern breakwater's inner side by the wooden fender, about 75 to 100 meters from the light. [redacted] 25X1

4. On the southernmost lighthouse, the rear one in the approach range, were two antennas built out on the sides of the tower (see sketch no. 4). On the beach where the southern mole ends the land forms a triangle on which there was an easily recognizable white building with a white tower that is used as a signal mast. Closer to the coast, 100 to 150 meters to the south, was a radar mast of angle-iron construction about 15 to 20 meters tall. In the center at the top of this tower was a navigation radar antenna; on an angular arm over the navigation radar there was an antenna that appeared to be a YAGI type. Lower on the seaward side of the tower was an onion-shaped radar antenna. Close to the tower was a small wooden house with a sloping roof (see sketch no. 5). Farther south near the coast was a completely enclosed wooden lookout tower.

5. The control officers who came aboard wore green shoulderboards. They did not inspect the ship. They issued passes which were to be submitted upon leaving the dock area. Pilotage is mandatory; the pilot comes out if there is a fresh breeze. Sometimes the pilot boat precedes the vessel into the harbor. Violation of the pilotage rules is punished by a 100 ruble fine. There are supposed to be mines just off the prescribed approach course and vessels are cautioned to stay on course. Signals are displayed from the mast described in paragraph 4 above. They consist of balls, cones, and flags by day and colored lights by night. Green over white over green indicates that entrance is prohibited; red over white over red indicates that entrance is permitted; and three vertically disposed red lights indicate that the harbor is closed. Water depth as indicated by echo sounder between the moles was eight meters. A large suction dredge was operating about 200 or 300 meters outside the entrance in the approach range. The quay where pig iron is loaded has 21 feet of water but it is very difficult to get ships drawing that much away from the quay so there must be a great deal of mud there. [redacted] ship was loading 25X1
there was only a depth of 17 feet and it was necessary for the vessel to boom out about six meters in order to load to 20 feet 6 inches. A bucket dredge was working in the channel near the bridge. The mud was hauled out in barges and self-propelled vessels.

6. On the eastern side of the river some distance north of the bridge and opposite the coaling wharf, there were three large oil tanks of unknown capacity. A Soviet steam tanker of 3000 DWT unloaded into all three. The operation took so l[redacted] it was heavy oil 25X1 25X1
that had to be heated before it could be pumped. On 14 June, a new [redacted] tanker of about 1000 DWT, [redacted] unloaded at the other end of 25X1
the quay where [redacted] ship was tied. It appeared to offload into 25X1
five railroad tank cars which were there. By the harbor entrance there were small jetties for fishing vessels on the south side of the channel. There were some small electric cranes of 500 to 1000 kilograms capacity for handling fish. On the north side of the channel on the first large quay there was one mobile electric crane of about five tons capacity, and five of the small 500 to 1000 kilogram cranes for fish. Along this quay, which was in a state of disrepair, there was a large, open, messy square behind which there was a conspicuous red building which was used as an auction hall for the sale of fish. Farther to the east was an export quay with several big red warehouses, the middle one of which was quite conspicuous and could be seen from a considerable distance. On the quay there were five mobile diesel-electric cranes, each with a set of tackle of four-and one-half-ton capacity and a set of ten-ton capacity on long, luffing booms. Informant was told that this type was used by the Americans in invasion harbors.

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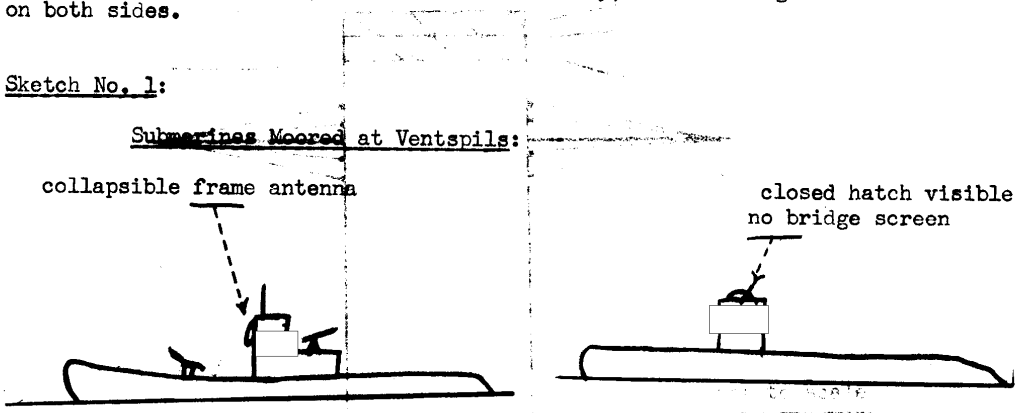
7. Farther up the same side of the river there were quays with low warehouses where iron ore, wood, and coal were loaded. There were two mobile electric cranes of about three-and one-half ton capacity, and three of the four-and one-half and ten-ton cranes described above, on this quay area. The quay was built in a curve, in the middle of which was a large tall crane 25X1
. It stood on heavy iron girders cast in concrete. 25X1
It was capable of slewing and had two electrically operated sets of hoisting tackle which had 40-and ten-ton capacities, respectively (see sketch no. 6). this crane being used to hoist a 30-ton vessel out 25X1
of the water and set it ashore. On up the quay were two more of the large diesel-electric cranes mentioned above. One of them operated on tracks at quayside and was used for loading ships with anthracite coal; the other moved on rails farther back from the water's edge and could be used only to transfer coal from the storage area onto the quay.

8. Between this quay and the bridge, on the opposite side of the river, was the coaling wharf. On this quay, there was a diesel-electric crane equipped with a grab bucket and mounted on caterpillar treads or large wheels. In addition, there were two floating cranes of the type used in Rotterdam, which unloaded all the coal from a 3000-ton lighter within 24 hours 25X1
(see sketch no. 7). 25X1

9. At the bend in the river, there was a small ferry; there were guardhouses on both sides.

Sketch No. 1:

Submarines Moored at Ventspils:



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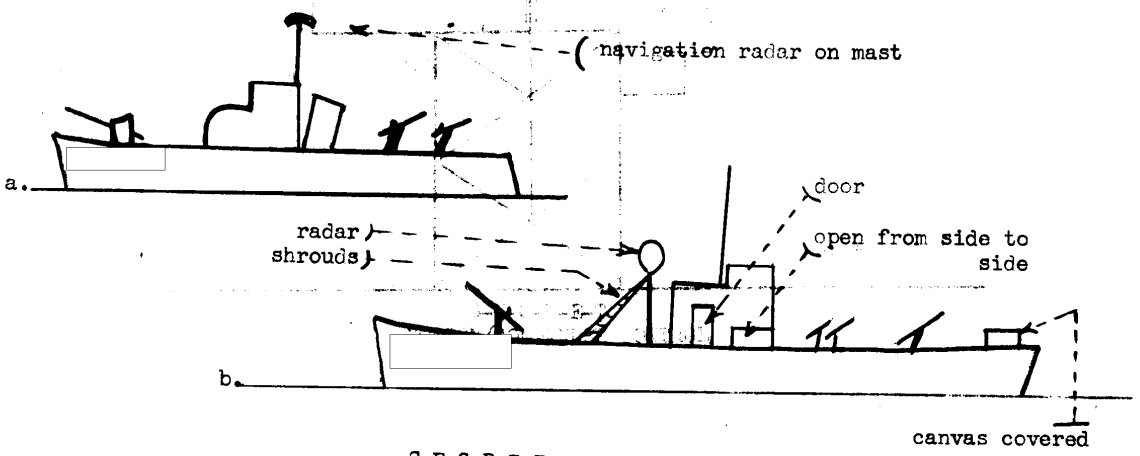
Sketch No. 2:

Vessels Moored at Ventspils:



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[redacted]

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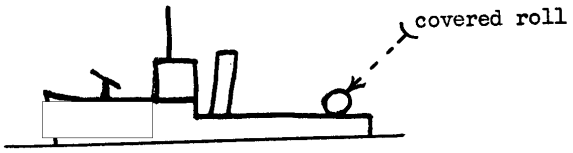
Sketch No. 3:

Vessel Encountered Outside Ventspils:



[redacted]

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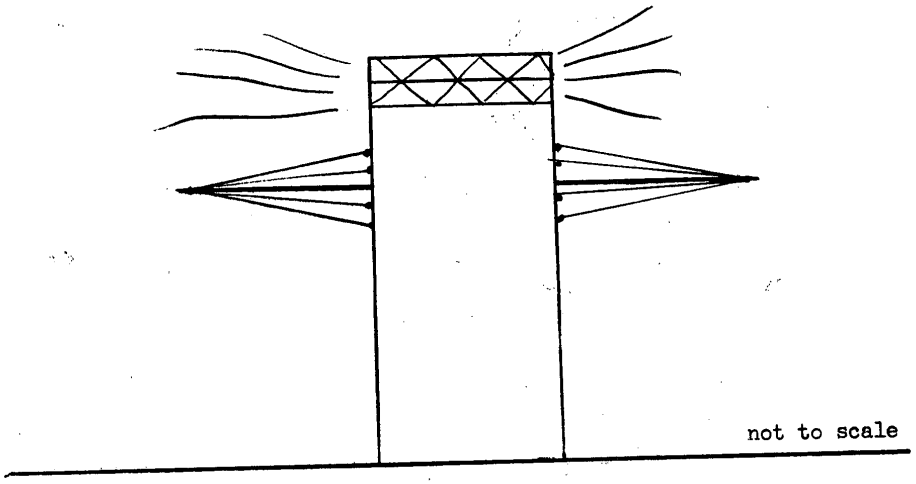
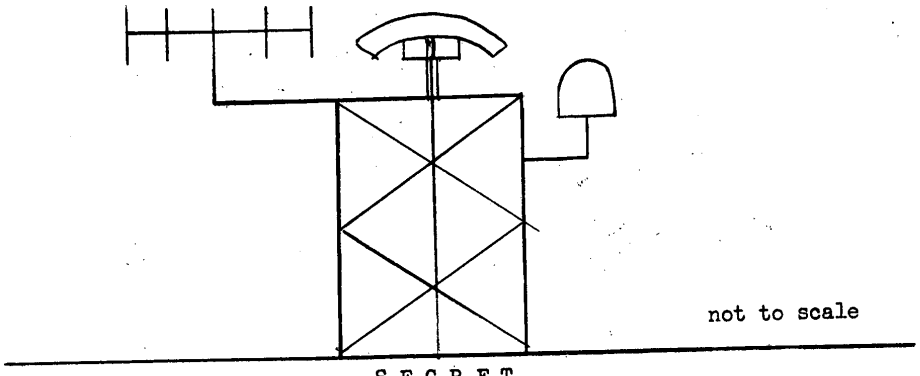
Sketch No. 4:

Antenna on Lighthouse Structure:



Sketch No. 5:

Angle-iron Tower with Three Types of Radar:



[redacted]

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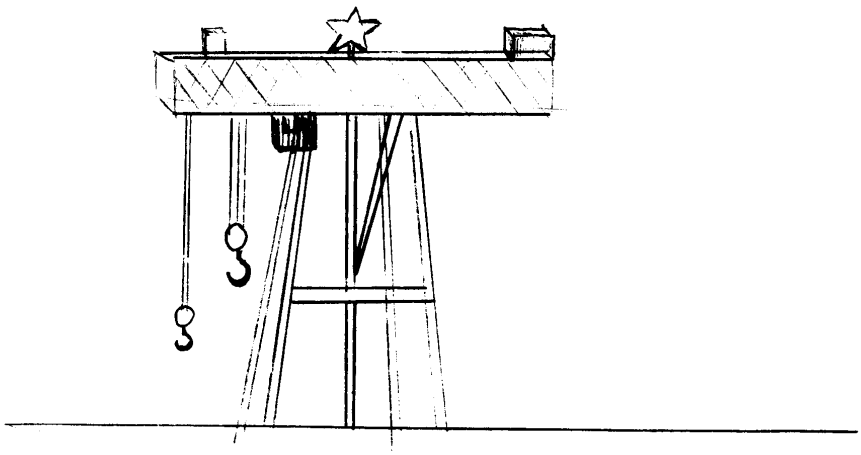
Sketch No. 6:

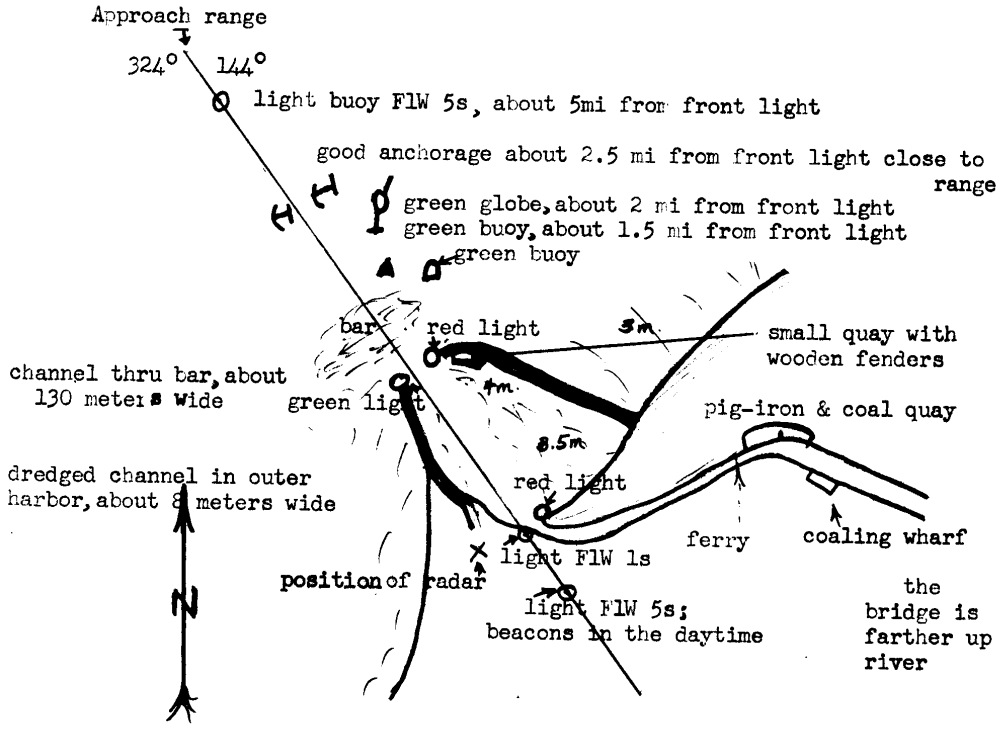
Crane on the Pier at Ventspils:



Sketch No. 7:

Plan of Ventspils Harbor:

not to scale



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